



U.S. Department
of Transportation

Research and
Special Programs
Administration

HAZMAT SAFETY NEWS

Volume 96 No. 1

Hazardous Materials Safety

Summer 1996

Oxygen Generators Banned

On May 24, 1996, RSPA amended the Hazardous Materials Regulations to temporarily prohibit until January 1, 1997, the offering for transportation and transportation of oxygen generators as cargo in passenger-carrying aircraft. The interim final rule (Docket HM-224) applies to both foreign and domestic passenger-carrying aircraft entering, leaving, or operating in the U.S. and to any person offering an oxygen generator for transportation on any of those aircraft.

Based on currently available information, RSPA believes that at least a temporary ban on offering and transportation of the generators is justified on an emergency basis because of the potential for loss of life and damage to property.

(continued on p. 3)

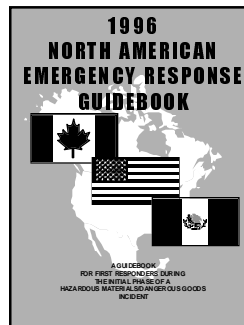
1996 North American Emergency Response Guidebook

by Gigi Corbin
Office of Hazardous Materials Initiatives and Training, RSPA

The Research and Special Programs Administration (RSPA), in cooperation with Transport Canada and the Secretariat of Transportation and Communications of Mexico, recently completed the first *1996 North American Emergency Response Guidebook (NAERG96)* for

responding to hazardous materials incidents. *NAERG96* will be printed in English, French and Spanish. The English and French versions were printed in April and the Spanish version will soon follow.

NAERG96 is based on previous DOT Emergency Response Guidebooks and Transport Canada's Dangerous Goods Initial Emergency Response Guides and includes dangerous goods lists from the most recent UN Recommendations as well as other international and national regulations.



Look for these changes in *NAERG96*:

- Two-page Guides to provide more comprehensive emergency response information to users.
- Guides have titles which identify the general hazards of the materials covered.
- Abbreviated emergency response telephone numbers on the inside back cover in addition to a more detailed section on "Who to Call".

(continued on p. 11)

IN THIS ISSUE

Oxygen Generators Banned	1
NAERG96	1
FAA's Teletraining	2
Registration Program	2
RSPA's Outreach Program	3
Ask DOT	4
TSI Training	5
NAFTA Update	5
HMIX News	6
New NRC Capabilities	6
Fall Puzzle Answers	9
Materiales de instrucción en Español	10

FAA Interactive Video Teletraining

by Thomas Kenny
Federal Aviation Administration

August 1995 marked the introduction of a new learning concept — Interactive Video Teletraining, (IVT). IVT allows the instructor(s) broadcasting via satellite from studios at the Oklahoma City facility to present information to a large audience located at many “downlink” sites across the U.S. Thomas Kenny, Federal Aviation Administration (FAA) Dangerous Goods Specialist at FAA’s Washington, DC Headquarters, is the national course sponsor for this new training concept. Using graphics, video, lecture, and other instructional techniques, students are able to see and to interact with instructors using individual keypads for audio communication. In addition, course exercises are worked live on the program, with immediate survey results displayed to all participants — reinforcing the learning process.

FAA is currently building the necessary infrastructure to augment its current distance learning methods with IVT. By utilizing a multimedia approach with the added flexibility of IVT, the FAA plans a 40% reduction in resident training by the year 2000. By establishing receiving sites across the country, the network will be readily accessible to FAA employees. The capability will also be available to other government agencies and to private sector organizations interested in training via IVT. The FAA will develop training as a global resource and business asset by extending the distance learning technological network to reach an international client base.

System features include:

- One-way video/two-way audio;
- Touch screen controls;
- Support of a variety of training aids which include: videotapes, computer graphics, CD-ROMs, hard copy graphics and slides; and
- Viewer response system keypads.

Some benefits featured are:

- Training at job site;
- Increases quality of work life by decreasing time away from home;
- Provides more training opportunities by reducing the cost of training;
- Provides cost-effective quality training in a timely manner to a changing workforce; and
- Provides up-to-date information distribution and exchange.

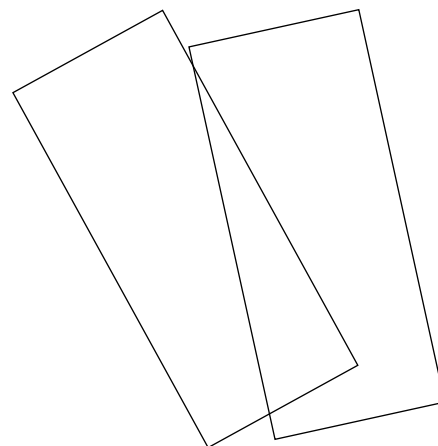
The prototype three-day program was attended by 42 Special Agents in five different cities. FAA Associate Administrator for Civil Aviation Security, Admiral Cathal Flynn, opened the broadcast with a taped message for FAA Special Agents reinforcing the importance of training to the FAA’s mission of safety and security to the flying public.

(continued on p. 11)

Registration Program

by David Donaldson
Office of Hazardous Materials Planning and Analysis, RSPA

The 1996-97 Registration Year of the Hazardous Materials Registration Program will begin on July 1, 1996. This program began in 1992. During the first four years, over \$27 million to support grants and other projects, which are used to enhance the nation’s emergency response capabilities, have been collected. The grants made possible by this fee are awarded to States, territories, and to Native American tribes for emergency response planning and training programs. The States are required to distribute 75% of the Federal funds they receive to Local Emergency Planning Committees (LEPCs) and to other local emergency responders, including volunteer organizations. In September 1995, all 50 states, the District of Columbia, American Samoa, the Northern Mariana Islands, and 12 Native American tribes received grants totaling \$5.2 million.



Offerors and transporters of hazardous materials in interstate, intrastate, and international commerce are required to register and to pay a \$300 fee for each year in which they offer or transport any of the following:

- Any highway route controlled quantity of a Class 7 (radioactive) material;

(continued on p. 9)

RSPA's Public Outreach Program

by Ed Richards

Interagency Hazardous Materials Coordinator, RSPA

RSPA is conducting a public outreach program to seek information on regulatory reform and improved customer service for its hazardous materials safety program. This outreach program consists of a series of nationwide public meetings and an open public docket in response to the President's mandate to review all agency regulations that are outdated or in need of reform. In addition, the President directed all front line regulators to ... "get out of Washington and create grassroots partnerships" with people affected by agency regulations.

Twelve meetings with over 600 attendees were conducted between April 1995 and January 1996. Rulemaking Docket HM-222 was established to provide an opportunity for those who could not attend the meetings to express their concerns and suggestions for changes, new directions, or deletions to on-going regulatory and customer service programs. Over 50 written comments were received in the public docket.

Program Implementation

Work has begun in certain key regulatory and customer service areas to implement the comments received from the outreach program. RSPA performed an extensive review of the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180) and associated procedural rules (49 CFR Parts 106, 107 and 110). Based on its review of the HMR and on written and oral comments received from the public on regulatory reform, RSPA has initiated rulemakings to eliminate or revise regulations identified as being outdated or in need of reform. These rulemakings address areas of the HMR dealing with "materials of trade", training frequency, 24-hour emergency response telephone number, exemptions and approvals, incident reporting, shipping papers, marking, labeling, and placarding requirements, elimination of over 100 sections of the HMR, restructuring of the Hazardous Materials Table and Hazardous Substance Table, restructuring of the cylinder specifications, cylinder requalification, and rail and highway modal requirements.

In addition, RSPA has initiated a two-year pilot ticketing program to streamline and simplify enforcement of certain violations which do not have a direct impact on the safety of transporting hazardous materials such as: failure to register; obtain renewed exemptions in a timely manner; retain training records; and file incident reports. In the international area, RSPA has incorporated requirements for the transportation of radioactive materials that are

compatible with the regulations of the International Atomic Energy Agency; and continued to adopt regulations towards harmonization with the United Nations Recommendations and other international regulatory bodies.

Significant actions have also been taken to improve management practices and operations. In 1995, RSPA implemented a toll-free number for obtaining assistance on the HMR, reporting potential violations of the regulations,

and obtaining copies of training materials. In response to comments to improve response time to inquiries, RSPA has made a commitment to respond to phone calls before the end of the next business day, and mail training materials and publications in a timely manner.

RSPA's Info-Line number is (800) 467-4922.



Future Plans

The public outreach program is an on-going and continuing activity. The next public meeting has been scheduled for September 12, 1996 in Atlanta, Georgia. To keep the public informed of further actions related to the outreach program, we anticipate scheduling additional public meetings and publishing several notices in the Federal Register in the future. Such notices may take the form of status reports, rulemakings proposing changes or additions to the regulations, or announcements concerning changes or improvements to existing customer services. ♦

(Oxygen, from p. 1)

Although an opportunity for public comment on the rule had not been provided prior to issuance of the interim final rule, RSPA seeks public comment. Comments must be received by July 23, 1996. Based on comments received, NTSB and FAA investigation, and RSPA and FAA joint inspection of contract maintenance vendors, RSPA may make the ban permanent, terminate or modify the ban, or otherwise amend the provisions of this rule. As an interim final rule, however, this regulation is in effect and binding upon publication in the Federal Register. ♦

ASK DOT ...

ANSWERS TO YOUR HMR QUESTIONS

by Edward T. Mazzullo, Director
Office of Hazardous Materials Standards, RSPA

The following clarifications of the HMR were developed in response to inquiries received:

Q. Can a DOT specification packaging which has been authorized for use until October 1, 1996 under the transitional provisions of 49 CFR 171.14 be shipped after October 1, 1996, provided it was filled with a hazardous material prior to that date?

A. In general, no. Except for certain packagings which were filled prior to October 1, 1991 [see 49 CFR 171.14(c)], DOT specification packagings which were removed from part 178 of the HMR under Docket HM-181 may no longer be used on or after October 1, 1996. RSPA has provided over five years for transitioning to the new UN standards and notes that the manufacture of packagings under the old DOT standards has not been authorized since October 1, 1994. By this point in time, shippers should have cleared their inventories of the obsolete specification packagings and, if they have not done so, should ensure that these packagings have moved through the transportation system by October 1, 1996.

Q. May a dual-marked packaging (i.e., one marked as meeting both a UN standard and a DOT specification removed from the HMR under Docket HM-181) be used after October 1, 1996? Must the DOT specification marking be obliterated?

A. A dual-marked packaging may be used after October 1, 1996 if it meets the UN standard to which it has been marked. The DOT specification marking need not be obliterated; however, it is not authorized on packagings manufactured on or after October 1, 1994.

Q. Diagnostic specimens and biological products containing infectious substances are excepted from regulation under 49 CFR 173.196. Does this exception apply to a material being transported for disposal?

A. No; a material being transported for disposal is no longer either a diagnostic specimen or a biological product. If the material is known or suspected to contain an infectious substance, it is subject to regulation as "regulated medical waste" and must be described and packaged accordingly. RSPA notes that the exceptions from regulatory requirements are intended to facilitate the speedy delivery of materials used in diagnosis or treatment.

Q. Are shipping papers required for fire extinguishers carried as equipment on a commercial motor vehicle?

A. No; a fire extinguisher that is being carried on a motor vehicle in compliance with the Federal Motor Carrier Safety Regulations in 49 CFR 393.95 is not subject to the HMR.

Q. When a new regulation is adopted or an existing regulation is changed that relates to a specific job function of a hazmat employee, must that employee be instructed in those new or revised function specific requirements without regard to the timing of the three year training cycle?

A. Yes. If a new requirement is added, a hazmat employee must be instructed regarding the new requirement prior to performance of a function affected by the new or revised rule. It is not necessary to test the hazmat employee or retain records of the instruction until the next scheduled retraining.

Did You Know?

DOCKET HM-222B

RSPA revised:

Recurrent training

requirement now every **3** years instead of every **2** years, and

Training records must be retained for **3** years instead of **2** years.

*(Rule effective October 1, 1996
immediate compliance is authorized)*

To obtain a copy, FAX your request to: (202) 366-3753

(continued on p. 7)

TSI Hazmat Training

The Transportation Safety Institute (TSI) is the Department of Transportation's multi-agency resource for transportation safety training and technical assistance. TSI offers a variety of programs designed for employees from Federal, State and local government and personnel from industry and foreign countries. For further information, contact TSI at: (405) 949-0036, extension 374.



Cargo Tank Regulatory Compliance for Industry

(HM00125) August 12-16, 1996

Intermodal Transportation of Hazardous Materials for Industry

(HM00147) August 19-23, 1996

Intermodal Transport of Hazmat Recurrency Seminar for Industry

(HM00149) July 16-18, 1996

NAFTA UPDATE

by Bob Richard

Deputy International Standards Coordinator, RSPA

RSPA's Hazardous Materials Safety has been working with Mexican and Canadian government officials to harmonize hazardous materials transportation requirements. This work is being done within Group 5, Hazardous Materials Working Group of the Land Transportation Standards Sub-Committee. Group 5 is one of five groups established under the North American Free Trade Agreement (NAFTA) Land Transportation Standards Sub-Committee (LTSS) in response to Annex 913.5.a-1 of the NAFTA. Under NAFTA, hazardous materials regulations are to be harmonized by January 1, 2000. To date, considerable progress has been made in harmonizing the hazardous materials standards (regulations) in each of the NAFTA countries. A guiding principle for U.S. participation in Group 5 has been that the level of safety provided by the U.S. Hazardous Materials Regulations should not be compromised in the harmonization process.

The five groups under the LTSS involved in harmonizing transportation standards include:

- 1) Driver and Vehicle Standards,
- 2) Truck Size and Weight Standards,
- 3) Traffic Control Devices,
- 4) Rail Transport Standards, and
- 5) Hazardous Materials Land Transportation Standards.

The LTSS meets annually to review the progress of its working groups, to discuss specific issues and to assess and establish its work program. The 1996 annual LTSS meeting is scheduled from June 17-20, 1996 in San Diego, California.

Group 5's primary focus over the past two years has been to harmonize hazardous materials regulations of the NAFTA partners. The effort was primarily devoted to reviewing and commenting on the emerging Official Mexican Standards with the goal of assuring that the standards developed in Mexico are consistent with existing U.S. and Canadian regulations and the UN Recommendations. The Mexican regulation entitled "Regulations for the Surface Transportation of Hazardous Materials and Wastes" was signed on April 7, 1993. It provides a framework for the overall regulation of the transport of hazardous materials and wastes within Mexico. The regulation authorized the Mexican Secretariat of Communications and Transportation (SCT) to develop hazardous materials transportation standards augmenting the regulation. Since the authorization of the regulation, at least 22 standards have been made effective and published in the Mexican equivalent of the U.S. Federal Register (Diario Oficial). The standards, commonly referred to as NOMs (short for Norma), cover various regulatory requirements including a list of hazardous materials and associated special provisions, hazard communication (e.g., emergency response information, labeling, placarding and shipping paper requirements), package marking and testing, intermediate bulk and bulk packagings (e.g. IBCs, cargo tank trucks, portable tanks), compatibility, segregation and classification criteria. The standards also cover visual inspection of transport units, securement and

New Capabilities for the National Response Center

by Lt. Evan Hudspeth
United States Coast Guard

In August 1974, the National Response Center (NRC) began operating as a direct result of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) which is mandated by the Federal Water Pollution Control Act (FWPCA) of 1973. The United States Coast Guard (USCG) specifically was tasked with staffing and administration of the center. In 1974, the NRC consisted of a single watchstander. The center received a mere 200 reports that year. During 1995, the NRC processed 106,608 incoming calls and handled 32,004 incident reports.

Presently, the NRC maintains a 24-hour, 365-day-a-year telephone watch. There are as many as eight watchstanders during peak hours. The center handles an average of 300 calls daily, which results in an average of 100 discharge reports. The NRC now is capable of receiving Telephonic Device for the Deaf (TDD) reports and has a contract with AT&T's "Language Line" for 24 hour over-the-phone translation of calls into over 140 languages.

Reports received are logged into a database and then forwarded by fax and phone to the local Federal On Scene Coordinator (FOSC) and to other affected Federal and State agencies. The NRC is the link among the FOSCs, the Regional Response Team (RRT) and the National Response Team (NRT).

The NRT is composed of 16 Federal agencies having varying interest and expertise in emergency response. These agencies are a key component

in the National Response System. The NRC is responsible for providing timely and accurate information to each Federal agency involved at the onset of a pollution incident.

The NRC is operated by the USCG. Duties which the NRC performs include: maintenance of sufficient staff to provide 24-hour, 365-day-a-year telephone coverage; provision of a current National Emergency Response Contacts listing; maintenance of a communications link with the Chemical Manufacturers Transportation Emergency Center (CHEMTREC) to facilitate referral of callers as appropriate to CHEMTREC; receipt and recording of information on telephonic reports required by regulations; provision of telephonic notification to RSPA and the National Transportation Safety Board of hazmat and pipeline incidents; and provision of a computerized transfer to RSPA of all hazardous materials and pipeline incidents reported.

The Hazardous Materials Information System (HMIS) was established in 1971 to meet the requirements of the Hazardous Materials Transportation Act. In 49 CFR 171.15, immediate telephonic notice of a hazardous materials incident is required when one of the following circumstances occurs:

- A person is killed or hospitalized, or
- Estimated carrier and/or property damage exceeds \$50,000, or



Now on INTERNET

hmix.dis.anl.gov
(146.137.100.54)

& FedWorld

topic # 143
(703) 321-3339

You may still reach the Hazardous Materials Information eXchange (HMIX) directly at:

(708) 252-3275

New HMIX Items:

New Bulletins under Topic 8:

- Hazardous Materials Registration Form and Brochure,
- Incident Report Form and Instructions,

New Bulletin under Topic 5:

- Hazmat Related Bulletin Boards

Future Items

- NRT/RRT
- Technology Sharing Program
- Interpretations

(continued on p. 10)

(Q & A, from p. 4)

Q. Are waste cultures and stocks of infectious substances subject to requirements for “infectious substances” or “regulated medical waste”?

A. Under regulations which became effective January 1, 1996, waste cultures and stocks of infectious substances must be described and packaged as infectious substances. However, based on requests from a number of regulated entities subject to the new requirements, RSPA has granted an emergency exemption, (DOT-E 11588), which authorizes certain waste cultures and stocks of infectious substances to be described and packaged as regulated medical waste under specified conditions. RSPA notes that a material which has been sterilized or treated to eliminate its hazard as an infectious substance is not subject to the HMR. (See § 173.134.)

Q. A package containing regulated medical waste meets requirements for packaging and labeling of the U.S. Department of Labor’s Occupational Safety and Health Administration (OSHA). Does this package also meet the requirements of the HMR?

A. Generally, yes. RSPA has provided certain exceptions from packaging and labeling requirements of the HMR for regulated medical waste that is packaged and marked “BIOHAZARD” in accordance with OSHA’s regulations in 29 CFR 1910.1030. Packages need not be labeled with the “INFECTIOUS SUBSTANCE” label (49 CFR 172.432). Such packages are excepted from the specific requirements of 49 CFR 173.197, provided the regulated medical waste is packaged in a rigid, non-bulk packaging conforming to 49 CFR 173.24 and 173.24a and is transported by private or contract carrier. Shipments must meet all other applicable requirements (e.g., shipping papers, marking, and emergency response information) of the HMR.

Q. A wet cell battery meets the criteria for “non-spillable” in 49 CFR 173.159 and has its electrolyte completely absorbed in the plates and separators of the battery. Is the battery regulated as a hazardous material?

A. A wet cell battery that passes the pressure differential and vibration tests specified in 49 CFR 173.159(d)(3) is considered a non-spillable battery. In addition to meeting the non-spillable battery criteria, if the electrolyte will not flow from a cracked or ruptured battery case at 55°C, the battery may be considered a dry cell battery. Dry cell batteries are not subject to the HMR.

Q. What are the placarding requirements for a motor vehicle containing 500 pounds of a Class 3 material with a subsidiary poison inhalation hazard and 1100 pounds of a Class 8 material?

A. FLAMMABLE and POISON placards are required for the Class 3 material and CORROSIVE placards are required for the Class 8 material. Alternatively, you may use DANGEROUS and POISON placards.

Q. What are the placarding requirements for a motor vehicle containing 500 pounds of a Division 5.1 material with a subsidiary Dangerous When Wet hazard, 600 pounds of a Class 8 material and 300 pounds of a Class 3 material?

A. OXIDIZER and DANGEROUS WHEN WET placards are required for the Division 5.1 material. In addition, because there are more than 1000 pounds gross weight of Table 2 materials on board, CORROSIVE and FLAMMABLE placards are required. Alternatively, DANGEROUS placards may be substituted for the OXIDIZER, CORROSIVE and FLAMMABLE placards. The motor vehicle would then be placarded DANGEROUS and DANGEROUS WHEN WET.”

Correction

On p. 4 of the Fall 1995 edition of *Hazmat Safety News*, the correct answer to the Question, "What is an appropriate shipping description for a liquid that is a hazardous waste, but does not meet the definition of a hazardous substance or any other hazard class?" should read "Hazardous waste liquid, n.o.s., 9, NA3082, III."

(NAFTA, from p. 5)

restraint of lading and cleaning of transport units. To improve awareness of the Mexican regulations and standards, RSPA has translated the Mexican Regulations for Surface Transportation of Hazardous Materials and Wastes and the 22 effective standards into English. They are available to the public through the Hazardous Materials Information Exchange (HMIX) electronic bulletin board and through RSPA's dockets unit.

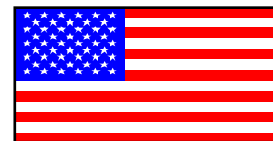


As part of the harmonization effort, Group 5 has also devoted a large portion of its efforts to harmonizing emergency response requirements. In November 1994, the SCT collaborated to publish a Spanish version of the *U.S. 1993 Emergency Response Guidebook (ERG)* (RSPA 5800.6S). The concept of developing the *1996 North American Emergency Response*

Guidebook (NAERG) in the three languages of the NAFTA countries was conceived early in the group's history. Based on the efforts of Group 5, the U.S., Canada, and Mexico agreed in 1994 to jointly develop the *NAERG*. The *NAERG* was based on a compilation of the best attributes of the U.S. and Canadian ERGs and recommendations provided by SCT. The English and French language versions of the *NAERG* were recently published. The Spanish language version will follow.

Group 5 plans to continue its review of emerging Mexican standards. SCT has indicated that it will be developing hazardous materials standards covering packaging assignments (packing instructions), infectious substances and self-reactive substances, rail car construction requirements and cargo tank truck requirements consistent with DOT Specification 400 series and MC 331/338 requirements. During the June 1996 LTSS annual meeting, Group 5 will also focus on emerging regulations and regulatory initiatives in each of the three countries with the goal of harmonizing planned regulatory amendments to the greatest extent practical.

Outstanding differences between the regulations and the means of interpreting the international regulations on the part of each country will be discussed in an attempt to further harmonize the regulations. Harmonization issues brought to RSPA's attention by the public and industry will also be addressed.



U.S. and Canadian regulations are currently harmonized consistent with the United Nations Recommendations on the Transport of Dangerous Goods and through reciprocal provisions in each country's hazardous materials regulations. Nevertheless, minor differences in the respective regulations exist. Group 5 provides a forum for resolving these differences.

Regardless of efforts to harmonize differences between the regulations and the reciprocity provisions, some differences remain as a result of differing regulatory implementation schedules, statutory mandates on the parts of each government, differing regulatory decisions (e.g. Poison inhalation hazard requirements in the U.S., corrosive gas classification in Canada), and regulatory decisions made as a result of the public comment process. Realizing that total elimination of regulatory differences would be nearly impossible, Group 5 agreed to pursue the development of a North American Dangerous Goods Transportation Code. Group 5 will discuss the development of the North American Dangerous Goods Transportation Code further at the upcoming LTSS meeting.



To improve awareness of the U.S. and Mexican hazardous materials regulations, and in anticipation of greater transborder commerce of hazardous materials resulting from the NAFTA, RSPA and the SCT distributed multilingual documents providing information related to compliance with the hazardous materials regulations in the U.S. and Mexico. RSPA also identified government and industry sources for training materials in both Spanish and English.

Consistent with an agreement reached by Secretary Peña, Secretary Ruiz and Minister Young, the LTSS and Group 5 are committed to ensuring North America has the safest and most efficient transportation system in the world. The effort to harmonize the hazardous materials regulations amongst North American trading partners will have the beneficial effects of facilitating trade, and improving compliance and transport safety. ♦

(Registration, from p. 2)

- More than 25 kilograms (55 pounds) of a Division 1.1, 1.2, or 1.3 (explosive) material;
- More than one liter (1.06 quarts) per package of a material which is extremely toxic by inhalation (beginning July 1, 1996, this classification has been redefined to include all materials poisonous by inhalation which meet the criteria for Hazard Zone A);
- A hazardous material in a bulk packaging having a capacity equal to or greater than 13, 248 liters (3,500 gallons) for liquids or gases, or more than 13.24 cubic meters (468 cubic feet) for solids; or
- A shipment in other than a bulk packaging of 2,268 kilograms (5,000 pounds) gross weight or more of one class of hazardous materials for which placarding of a vehicle, rail car, or freight container is required.

Government agencies (Federal, State and local), owner-operators under a 30-day or longer lease to registered motor carriers, and foreign offerors (who do not also transport hazardous materials into the United States) are excepted from this requirement.

Upon submission of a registration statement and payment of the fee, a certificate of registration with a unique registration number which demonstrates compliance with the law for that year is issued by RSPA. A copy of this certificate, or any other document bearing the current registration number identified as the "US DOT Hazmat Reg. No.," must be carried aboard each truck or vessel

carrying the types and quantities of hazardous materials requiring registration. This certificate must also be kept at the principal place of business of each registrant for three years.

Persons required to register for the 1996-97 registration year must do so by July 1, 1996, or before engaging in any of the activities requiring registration, whichever is later.

An informational brochure containing the registration statement form and instructions is available in both English and Spanish. You may order this brochure by:

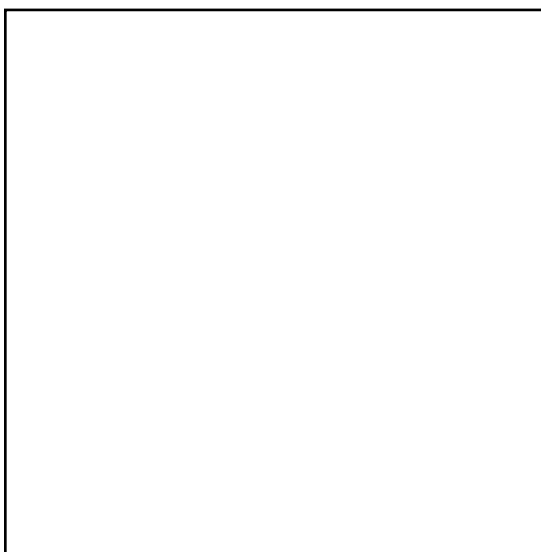
Phone: (800) 942-6990
(617) 494-2545
(202) 366-4109

FAX: (202) 366-7435

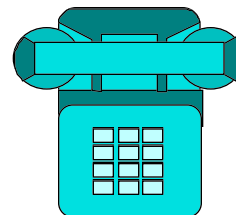
E-mail: REGISTER@rspa.dot.gov.

Be sure to include your name, telephone number, and your FAX number or mailing address. ♦

ANSWERS TO FALL 1995 PUZZLE



(NRC, from p. 8)



- Evacuation of the general public occurs lasting one or more hours, or
- One or more major transportation arteries or facilities are closed or shutdown for one hour or more, or
- The operational flight plan or routine of an aircraft is altered.

An immediate telephonic notice also is required whenever, during the course of transportation (including loading, unloading and temporary storage), one of the following events occurs:

- Fire, breakage, spillage, or suspected radioactive contamination occurs involving the shipment of etiological agents.
- The carrier judges that the situation should be reported even though it does not meet the above criteria.

According to 49 CFR 171.16, a detailed written report is also required for all incidents for which a telephonic notice has been made as well as for anytime there is an unintentional release of a hazardous material during transportation (including loading, unloading, and temporary storage related to transportation). The carrier submits this written report on DOT Form 5800.1 within thirty (30) days of the date of discovery of the incident. In 1995, the HMIS recorded 14,688 incidents.

Title 40 CFR, part 300, establishes the NRC as the sole Federal point of contact for reporting oil, chemical, hazardous material, biological, etiological and radiological spills throughout the United States and its territories. The NRC is also the 24-hour hotline for the National Transportation Safety Board Rail Division and for the Federal Railroad Administration.

In addition, the NRC also is the contact point for receipt of earthquake and evacuation reports from the Federal Emergency Management Agency. Recently, the NRC became the initial Federal contact point for reporting actual or suspected bomb threats or terrorist activities affecting transportation routes. ♦

**RSPA welcomes your
comments and suggestions
for improving our services.**

Please write to:

**DOT, RSPA, DHM-50
Washington, DC, 20590**

FAX: (202) 366-7342

Internet: WELISTEN@ rspa.dot.gov

**Estamos
Comprometidos a
Servir a Nuestros
Clientes en Español**

Proveemos, cuando se nos solicita, materiales de instrucción, hojas informativas, boletines y otra informacion sobre seguridad de materiales peligrosos. Tambien se puede obtener de nuestra oficina una lista de los materiales en español.

FAX: (202) 366-7342
TRAINING@rspa.dot.gov

(NAERG, from p. 1)

- Guides identified by three digit numbers.
- Identification of materials which polymerize by the letter **P** following the guide number in the yellow-bordered and blue-bordered pages.
- Improvements in the Isolation and Evacuation Table based on new research.
- Identification of materials that produce a large quantity of toxic vapor or gas when spilled in water.
- Addition of a glossary.

RSPA is distributing 1.4 million copies of the English *NAERG96* for use by first emergency responders in vehicles throughout the United States. Distribution of the guidebooks to first responders is through a network of State coordinators. For a list of State coordinators, see Topic 8 of the Hazardous Materials Information eXchange (HMIX).

Others interested in obtaining copies of *NAERG96* may purchase the guidebook from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 or from a commercial supplier.

♦

(FAA IVT, from p. 2)

A video which introduced viewers to staff members of RSPA was also used to acquaint them with the faces and personalities at the other end of their calls to RSPA. A special thanks to Alan Roberts, Associate Administrator for Hazardous Materials Safety, for contributing a history of the hazardous materials program based on his vast experience and on his vision of the future of hazardous materials regulations. Many thanks also to Suzanne Hedgepeth, Del Billings, James Jones, David Sargent and John O'Connell of RSPA, who took the time to describe the functions of their offices.

In addition, video tapes of an International Civil Aviation Organization (ICAO) working group meeting in Ottawa, Canada, were produced to introduce viewers to the inner workings of regulatory development at ICAO. A special thanks to Mr. Frits Wybenga, RSPA's International Standards Coordinator, for appearing on the big screen to describe his responsibilities as they relate to the harmonization of international hazardous materials regulations with domestic U.S. regulations. Additional videotaped interviews with shippers, capturing their perceptions and expectations from government regulators, were produced and shared with Special Agents via satellite.

A new unit devoted entirely to enforcement strategies was broadcast. Mr. Jerry Smith, Attorney from the Enforcement Litigation Branch at FAA Headquarters, facilitated a general discussion of internal enforcement policy. ♦

(TSI, from p. 5)

Instructor Training: Hazmat Transportation Modules

(HM00142) August 27-29, 1996

1995 Multimodal Hazardous Materials Transportation Seminars

(HM00126) Hartford, CT
August 27-29, 1996

International Maritime Dangerous Goods

(HM00138) July 23-26, 1996

International Civil Aviation Organization & IATA

(HM00115) September 4-6, 1996

Performance-Oriented Packaging

(HM00118) July 29-31, 1996
September 10-12, 1996

DOT Motor Carrier Safety Regulations - Driver/Vehicle

(HM00127) September 23-27, 1996

♦

**Hazardous Materials
INFO-LINE
1-800-HMR49-22
(1-800-467-4922)**



Hazmat Safety News is published by the Research and Special Programs Administration, Office of Hazardous Materials Initiatives and Training, Dr. Dharmendra K. Sharma, Administrator; Alan I. Roberts, Associate Administrator for Hazardous Materials Safety; David Henry, newsletter editor.

RSPA encourages the reproduction and dissemination of material from this publication and requests your comments and suggestions about various aspects of hazardous materials safety. For contributions or notification of change of address, call (202) 366-4900, FAX: (202) 366-7342, Internet: TRAINING@rspa.dot.gov or write to RSPA/OHMIT, ATTN: DHM-50, U.S. Department of Transportation, Washington, DC 20590-0001.

U.S. Department
of Transportation

**Research and
Special Programs
Administration**

DHM-50
400 Seventh St., S.W.
Washington, DC 20590

Official Business
Penalty for Private Use \$300